REPORT / RECOMMENDATION

To: Edina Transportation Commission

Agenda Item #: VI. A.

From: Karen M. Kurt

Action ☐
Discussion ☒
Information ☐

Date: February 19, 2015

Subject: Wooddale/Valley View Small Area Plan

Action Requested:
Feedback regarding the transportation section of the Wooddale Valley View Small Area Plan

Information / Background:
The Wooddale Valley View Small Area Planning Team, a working group of the Planning Commission comprised of residents and business owners, has completed a draft small area plan for the neighborhood commercial node. The proposed plan includes recommendations related to transportation, developed in conjunction with the consultant team and city staff. Members of the Wooddale Valley View Small Area Planning Team will be present to answer questions.

The Planning Team is seeking feedback from the Transportation Commission before seeking final approval from the Planning Commission and City Council.

The complete plan can be found online at http://edinamn.gov/wooddale_valleyview_sap

Attachments:
Wooddale Valley View Small Area Plan – Chapter 5: Transportation and Street Design

Chapter 5
Transportation and Street Design

5.1 Current Conditions

Image from Bing Maps, 2015

Jurisdiction of Roadways

Wooddale Avenue, Valley View Road, and 62nd Street are under City of Edina jurisdiction and are designated as Municipal State Aid (MSA) streets. This designation is afforded to streets that link regional roads, and, thus, the Minnesota Department of Transportation (Mn/DOT) has an interest in their design, operations, and maintenance. Mn/DOT design standards must be followed when considering improvements to Wooddale Avenue, Valley View Road, and 62nd Street, and deviations must be approved before they can be implemented.

Functional Classification of Roadways

Wooddale Avenue, Valley View Road, and 62nd Street are functionally classified as collector streets. This is particularly important for Valley View Road, which operates as an east/west connector corridor. Its location within the City (south of 50th Street and north of Highway 62 and with linkages to Highway 100 and France Avenue) position it to carry regional traffic. At the same time, the segment of Valley View Road that passes through the Small Area Plan Study Area is lined with residences and neighborhood-oriented businesses.

Wooddale Avenue

As shown in the typical section, Wooddale Avenue is 31 feet-wide from face of curb-to-face of curb and is constructed within 66 feet of public right-of-way. It exists today as a two lane street between Fairfax Avenue and Garrison Lane. A five foot-wide sidewalk is located along the east side of Wooddale in the segment between Fairfax Avenue and Valley View Road. There is no sidewalk on the west side of Wooddale Avenue within this segment.

Northbound and southbound bike lanes, both six feet wide, are located on Wooddale Avenue north of Valley View Road. The bike lanes are indicated with "share the road with cyclists" markings.

Chevrons are painted in street to indicate a "sharrow" or a "share the road" condition.

Private properties are located outside the public right-of-way on both the west and east sides of Wooddale Avenue. The Edina Village Market is located on the west side of Wooddale Avenue, and the ValleyWood office building is on the east side. The right-of-way on the west side of Wooddale Avenue includes several curb cuts, with trees planted in grassy areas between driveways. On the east side, the surface parking lot for the ValleyWood office buiding actually encroaches into the public right-of-way by about twelve feet.

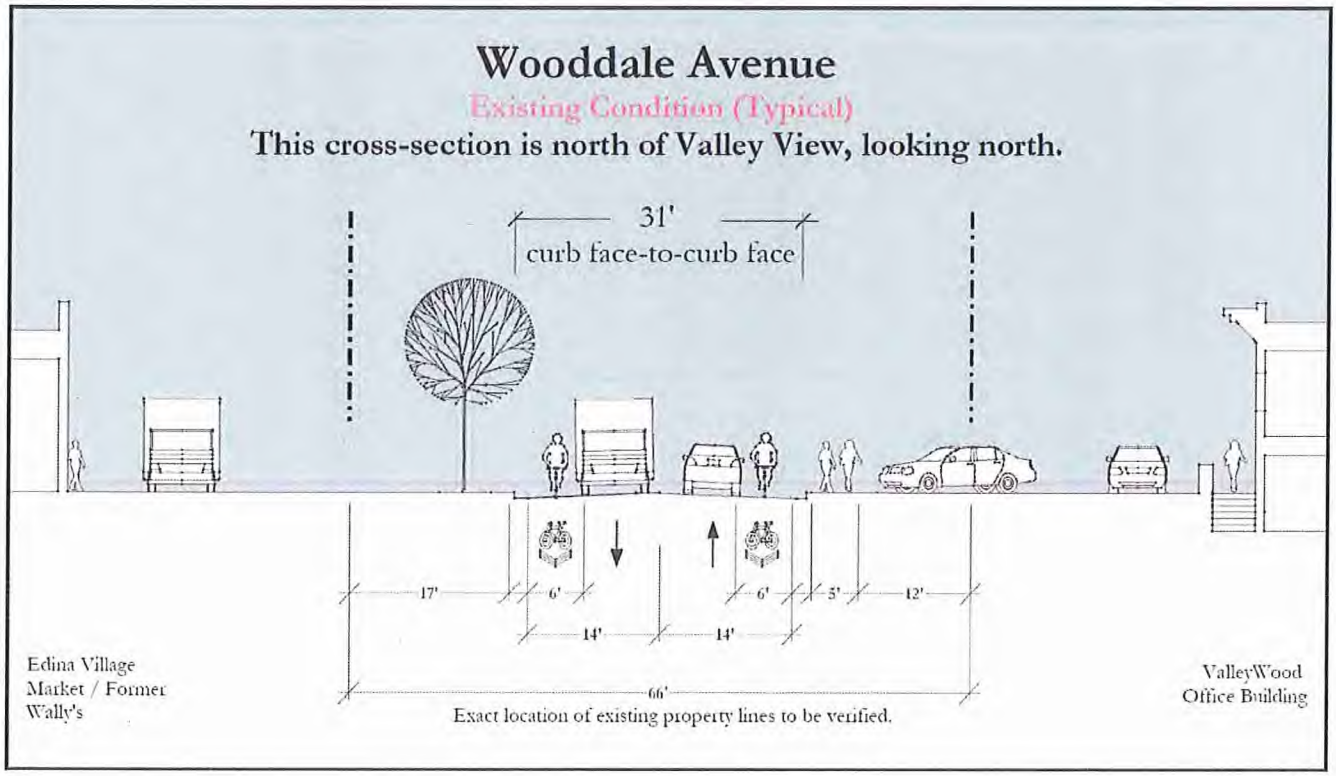

Figure 5.1
Wooddale Avenue Existing Conditions

Valley View Road, west of Wooddale Avenue, looking west.

Valley View Road

The overall right-of-way width of Valley View Road is 66 feet between property lines. Within the right-of-way are two travel lanes, each 17 feet wide, and one five foot-wide sidewalk on the south side of the street. There is no sidewalk on the north side of Valley View Road in this segment. Outside the right-of-way, west of Wooddale Avenue, is the Edina Village Market on the north side of Valley View Road and an apartment building on the south side of the street. As shown on the typical section, the Edina Village Market has been built on a rise that is about 12 feet higher than Valley View Road at the western property line of the Edina Village Market.

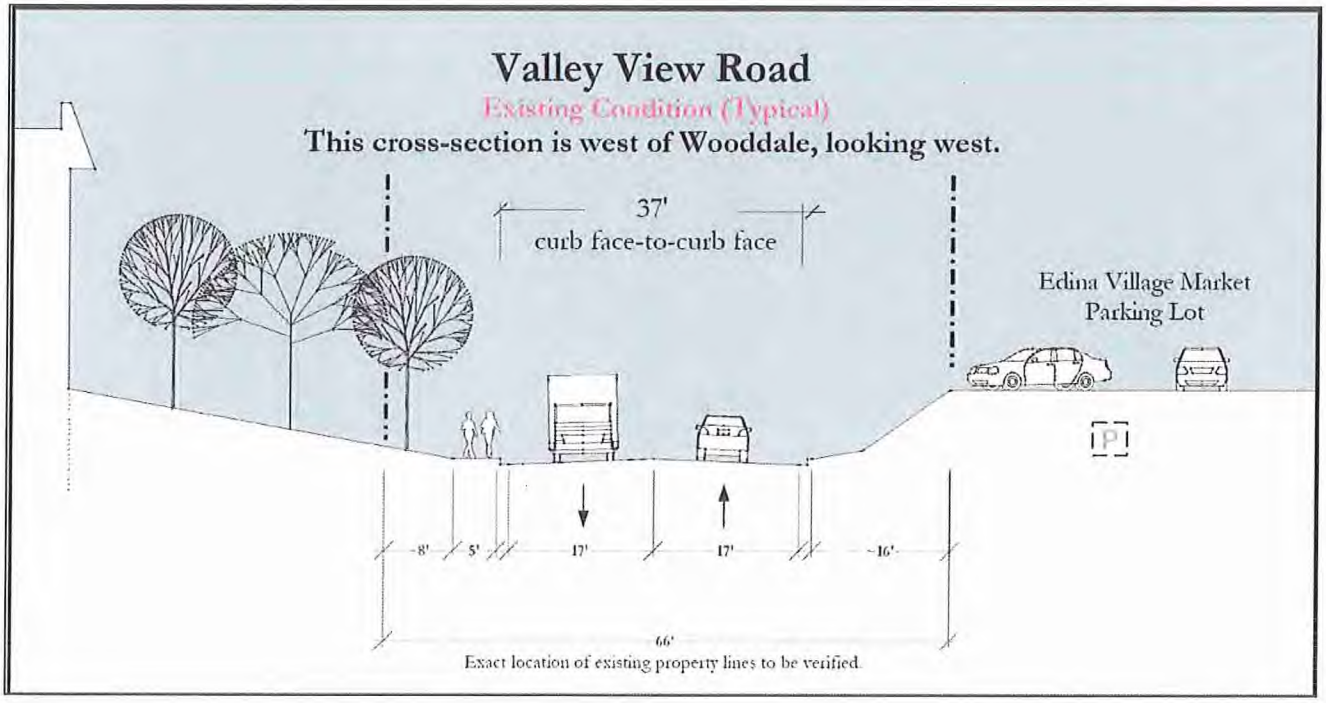

Figure 5.2
Valley View Road Existing Conditions

62nd Street

Sixty-second (62nd) Street is an east/west MSA street (and regional route) that links two other regional routes, Valley View Road and France Avenue. It also provides direct access to residences.

Intersection 62nd Street, Oaklawn and Valley View Road.

The configuration of its intersection with Oaklawn Avenue and Valley View Road is not desirable because:

- The intersection of Oaklawn Avenue and 62nd Street is only 50 feet from the intersection of 62nd Street and Valley View Road.
- The storage distance for southbound vehicles on 62nd Street approaching Valley View Road is less than 20 feet long.
- The curvilinear alignment of 62nd Street, as it approaches Oaklawn Avenue from the east, encourages drivers to enter the curve at higher than desirable speeds.
- There is no traffic control device to regulate the flow (or speed) of westbound traffic on 62nd Street as it approaches Oaklawn Avenue from the east.

5.2 Trends and Challenges

Is there a need for crosswalks? Is the node walkable and pedestrian-friendly? Should pedestrian activity be encouraged along Valley View Road? *Resident, October 11 Workshop*

How can we eliminate some of the driveways into the commercial properties? Do we need so many driveways into and out of the commercial space? *Resident, October 11 Workshop*

Can the intersection of Valley View / 62nd Street / Oaklawn be redone to mark it safer for traffic and pedestrians? *Pamela Park Neighborhood Resident*

Traffic Control and Safety

- The majority of traffic on Study Area streets is **regional traffic that passes through the area.** This traffic has a trip origin and trip destination outside the Study Area. Today, the design of streets and intersections is more oriented toward serving regional traffic than local traffic.
- **Traffic volumes** within the Study Area are forecast to grow. Daily traffic actually decreased between 1999 and 2005 but increased between 2005 and 2013. The percentage of growth in daily traffic has historically been higher on Valley View Road compared to Wooddale Avenue. This trend is expected to continue in the future where daily traffic on Wooddale Avenue is forecast to increase from 3,200 (in 2013) to 3,500 (in 2030), a nine percent increase. During this same period, daily traffic on Valley View Road, east of Wooddale Avenue, is forecast to increase from 7,900 (in 2013) to 11,000 (in 2030), a 39 percent increase.

Table 5A: Historical and Forecast Daily Traffic Volumes

Year	Two-Way Daily Traffic Volume		
	On Wooddale, North of Valley View	On Valley View, West of Wooddale	On Valley View, East of Wooddale
1999*	4100	6400	9400
2005*	3050	5000	7900
2013*	3200	5900	7900
2030**	3500	Not Provided	11000

* Mn/DOT MSA Street Series Mapping

** City of 2008 *Edina Comprehensive Plan*

- **The challenge** is to coordinate any design improvements for Wooddale Avenue, Valley View Road, and 62nd Street to ensure that all modes of

transportation are integrated. As learned during the planning process, the City and its residents are interested in seeing the Study Area become more friendly to pedestrians, cyclists, and transit riders.

Parking

- The **supply of parking** at the two commercial/retail centers in the Study Area (Edina Village Market on the northwest corner of the Wooddale Valley View intersection and ValleyWood Center on the northeast corner) **currently outstrips parking demand** most of the time. This situation could change in the future as redevelopment and development occur and parking generation associated with new uses increases.
- **Parking supplies consume a lot of space.** Each parking stall requires a minimum of 162 square feet, and, with the addition of 24 foot-wide drive aisles, an average of 350 square feet is required for each parked car.
- **Parking is expensive**. The cost of constructing a single parking stall in a surface lot is between $6,000 and $7,000. Parking structures and parking garages, with additional costs for supporting structures and excavation, can be four times to seven times more expensive than surface lots. As is obvious, the provision of on-site parking can impact project development economics and bears on the amount of usable space that can ultimately be constructed.
- **The location of parking in a district can have far-reaching impacts.** Of concern would be development/redevelopment economics, traffic and pedestrian circulation, and appearance.

Accessibility

- The Study Area for the Wooddale Valley View Small Area Plan has **16 access driveways in the immediate vicinity of the key intersection**. Numerous access driveways can make it more convenient for cars to enter and exit private properties. At the same time, each driveway introduces a conflict point to the roadway network, and it is at conflict points where crashes occur. Excessive numbers of driveways create uncomfortable gaps for pedestrians.

Street Design for Walking, Biking and Transit

The Study Area lacks a **consistent provision of facilities** that would **encourage and support safe and convenient reliance on alternative travel modes**. Lacking are sidewalks for walking, bike paths for biking, and properly located transit shelters for riding the bus.

- **Sidewalks** are not provided within the Study Area on:
  - the west side of Wooddale Avenue, north of Valley View Road,
  - neither the west nor east side of Wooddale Avenue, south of Valley View Road,
  - the north side of Valley View Road, west of Wooddale Avenue.
- There are **only two pedestrian crosswalks (instead of four)** at the intersection of Wooddale Avenue and Valley View Road.
- **Bike paths are needed** on Valley View Road, west of Wooddale Avenue.
- **Pedestrian-oriented street lighting** that is consistently installed throughout the Study Area.
- **Tree-planted boulevards** between sidewalks and the streets.
- **Existing transit facilities** are bus stops (without shelters) that are too close to the street and without pedestrian pathways for access to/from them.

A major challenge is to fit sidewalks, bike paths, and improved transit facilities into the existing public right-of-way and/or to ensure that as redevelopment and development occurs these facilities are included in approved design plans. A related challenge is to ensure that facilities that **encourage and support alternative travel modes** are located so as to make travel to/from key destinations in the Study Area safe and convenient.

A final implementation challenge is to determine the timing for the implementation of the public realm improvements.

5.3 Goals and Policies

Traffic Control and Safety

Recognizing that both Wooddale Avenue and Valley View Road are Municipal State-Aid streets, the City will coordinate with Mn/DOT on the design and implementation of public improvements within the rights-of-way of these two streets. Improvements should include:

- **Travel Lane Width Reductions:** Study the feasibility of reducing the width of travel lanes on Valley View Road to 11 feet. A section that shows 11 foot-wide travel lanes on Valley View Road is presented on the following page. This section is to be compared to the section that shows existing Valley View Road.
- **Intersection at 62nd / Oaklawn / Valley View:** Study the feasibility of improving the intersection of 62nd Street, Oak Lawn Avenue and Valley View Road to reduce conflicts between northbound left-turning vehicles and westbound south-turning vehicles. An example of how this intersection might be improved is shown on the following page.

Figure 5.3: Alternative #3; Oaklawn / 62nd / Valley View Intersection Study is the elimination of a direct connection from Oaklawn Avenue to Valley View Road. *Full study found in Background Reports and Information.*

- **Reduce the Number of Driveways:** Where feasible, as future development occurs, encourage the sharing of driveways across property lines and ensure that future developments are only allowed the minimum number of driveways necessary to provide convenient and safe ingress and egress.
- **Enforcement:** Increase enforcement of existing traffic safety laws (e.g., speed, tailgating, coming to a complete stop at Stop signs, yielding to pedestrians, etc.) to improve safety.

Parking

Current parking supplies at the Edina Village Market and the ValleyWood Center typically exceed current parking demand. Recognizing that this may change in the future as development occurs, the following parking-related policies should be adopted.

- **Commercial Parking:** Commercial parking should be **behind or along-side** the buildings and be visually buffered by plantings so as to encourage an active streetscape.
- **Residential Parking:** Residential parking should be located **under the buildings** to the extent allowed by market conditions.
- **Develop Flexible Parking Ratios:** Parking ratios that reflect residents' increasing use of transit service should be applied to new residential developments.

Street Design

Providing facilities for pedestrians, transit riders and cyclists that offer sufficient levels of comfort, convenience and safety will make it easier and more practical for alternative travel modes to be used. Where necessary, the City will need to coordinate with Mn/DOT or other agencies such as Metro Transit to implement the following improvements. In some cases the City and property owners will be able to act alone.

The public improvements described below are illustrated in Figures 5.5 and 5.6; both are illustrative cross-sections of Wooddale Avenue (north of Valley View Road) and Valley View Road (west of Wooddale Avenue). These section should to be compared Figures 5.1 and 5.2 that shows existing conditions in the same locations. The second is a diagram that shows the locations of the streetscape improvements.

- **Crosswalks:** Complete the crosswalks at the intersection of Wooddale Avenue and Valley View Road, connecting all four corners.
- **Construct Sidewalks along Wooddale Avenue:** Construct a new sidewalk and tree-planted boulevard on the west side of Wooddale Avenue between Fairfax Avenue and Valley View Road. Construct a sidewalk on either the west or east side of Wooddale Avenue (or both sides), south of Valley View Road, consistent with the installation of pedestrian-scaled street lighting.
- **Install Pedestrian-Scaled Street Lighting:** Pedestrian-oriented street lighting has been installed along Valley View Road, east of Wooddale Avenue. Install new pedestrian-scaled street lighting within the Study Area consistently throughout the entire node. Extend lighting to a point on Wooddale 150 feet south of Valley View Road (approximately one-half block).
- **Construct a Sidewalk along Valley View Road:** Construct a new sidewalk and boulevard on the north side of Valley View Road between Wooddale Avenue and St. Johns Avenue and further west as appropriate.

- **Provide Bus Shelters:** Coordinate with Metro Transit and adjacent property owners to provide bus shelters that will protect transit riders from inclement weather at the locations with the Study Area where passengers board and alight Routes 6B, 6U, and 587.
- **Construct Boulevards:** Boulevards should be developed along the east and west sides of Wooddale Avenue between the sidewalks and the curbs.
- **Plant Boulevards:** Boulevards within the Study Area should be planted with a variety of trees that grow to a height of less than 30 feet.
- **Bicycle Lanes:** Construct a pair of bicycle lanes on Valley View Road between Wooddale Avenue and St. Johns Avenue and further west as appropriate.

Best Practices

The Small Area Plan process, and this Small Area Plan document does not set specific performance standards for public realm improvements. Upon any improvement, a formal design process will be necessary that ensures the use of best practices in regards to topics such as:

- Community aesthetic or thematic preferences;
- Sustainable materials;
- Energy conservation and carbon reduction goals;
- District stormwater management;
- City of Edina's 'Living Streets' principles and policies.

Key for Figure 5.4 *(Following Page)*
Public Realm Improvements

Created by PETER MUSTY LLC for The City of Edina Wooddale Valley View Small Area Plan - Updated January 29, 2015

Figure 5.4
Public Realm Improvements

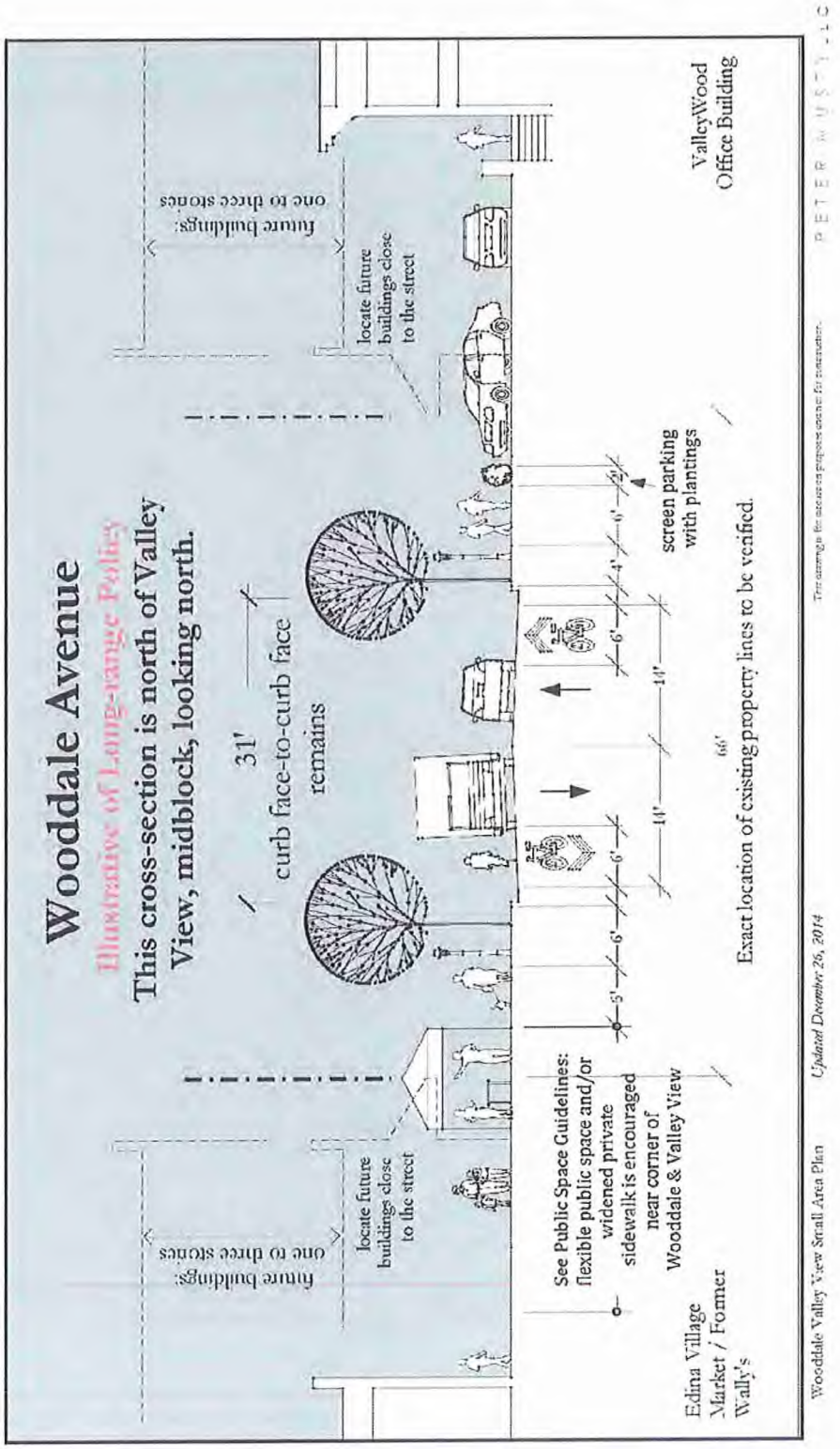

Figure 5.5
Wooddale Avenue Illustrative of Long-Range Policy

Figure 5.5
Valley View Road Illustrative of Long-Range Policy

5.4 Implementation Steps

Table 5B - Implementation Steps for Transportation and Street Design

Action	Leads	Time Frame
Install and maintain crosswalks	Engineering Department	2015
Provide bus shelters	Community Development Department, Metro Transit, property owners	2015
Study addition of bicycle lanes on Valley View Road	Engineering Department	City to consider with future CIP planning as budgets and priorities allow
Study addition of sidewalk on north side of Valley View Road	Engineering Department	
Study addition of sidewalk on west side of Wooddale Avenue	Engineering Department	
Study installation of street lighting on Valley View Road and Wooddale Avenue	Engineering Department	
Study construction of boulevards	Engineering Department	
Investigate travel lane width reductions on Valley View Road	Engineering Department	
Study intersection improvements at Valley View/62nd/Oaklawn intersection. Implement related Valley View Road improvements within period specified in CIP.	Engineering Department	2018
Consolidate or otherwise reduce number of driveways	Community Development and Engineering	When *Comprehensive Plan* is updated
Implement policy regarding commercial parking	Community Development Department	When *Comprehensive Plan* is updated
Implement policy regarding residential parking	Community Development Department	When *Comprehensive Plan* is updated
Develop policy on flexible parking ratios	Community Development	When *Comprehensive Plan* is updated
Increase enforcement within the Study Area	Police Department	Ongoing